of community activities attracting people to participate in school programmes.

(5) Mass media such as television and radio should be used for effective implementation of rural education.

(6) Adequate resources, financial, human and material should be made available for programmes of education in the rural areas so that there is a parity between urban and rural population.

(c) National Policy on Education—1986 has taken adequate care to ensure equal opportunity to all not only in access but also in conditions for success. Pace setting schools have been established with the broad aim to serve the objective of excellence, coupled with equity and social justice and among others, to promote national integration by providing opportunities to talented children largerly from rural areas. The central and state governments and educational authorities in the country are expected to implement these and other provisions of the Policy over a period of time.

Road accidents in India

1956. SHRI SHANKER SINH VAGHELA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the Statewise number of road accidents indicating the details for the latest year for which figures are available and also the number of deaths resulted thereby and the number of persons injured;

(b) what are the figures for each of the previous three years; and

(c) what steps have been taken during these years to widened the congested roads and to improve the quality of roads and also the results achieved thereby?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) A Statement is *annexed* (*See* Appendix CL, Annexure No. 97).

(c) Central Government is concerned with national highways. Efforts are made on continuing basis to improve the quality of roads by improving low grade sections and geometrics, construction of missing links and widening of roads, including four laning. With a view to ensure smooth movement of traffic during the last four years, road improvements done consist of constructing of 12 Bye-passes, widening of National Highways from single lane to double lane in a length of 1277 kms., strengthening of existing weak double lane stretch upto 3090 Kms., widening to 4/6 lanes stretches upto 83 Kms., construction of 46 major bridges and construction of 316 minor bridges.

Poor maintenance of private buses in Delhi

1957. SHRI DEBA PRASAD RAY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the Delhi Transport Corporation buses particularly the private buses under-Delhi Transport Corporation operation are shabbily maintened, with seats torn and broken, no proper door handles, dangerous joints in bus bodies and loose seats and bars, and emit thick clouds of smoke causing enormous air pollution if so, what steps are being taken to ensure proper maintenance of buses and their engines; and

(b) whether it is also a fact that while the private bus owners under DTC continue to earn profits, the Corporation itself has been running into losses, if so, the losses incurred during 1987-88 and 1988-89 and the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) No bus in a dilapidated condition is allowed to run. As for smoke emission, DTC has a regular system of checking smoke emission level. All buses including private buses that are associated with DTC are allowed to ply only when it has a vehicle fitness certificate issued by the concerned transport authority. As and when any private bus found by checking squad as not adhereing to the conditions of upkeep, the operators are asked to rectify the fault, failing wnich strict action is taken.

(b) Figures of profits or losses of the private buses on their operations are not maintained by DTC.

The losses incurred by the DTC during 1987-88 and 1988-89 are given below:—

(Rs. in crores)

	1987-88	1988-89
1. Working loss	45.96	50.94
2. Depreciation	11.96	12.71
3. Interest	20.96	32.30
4. Net loss	78.88	95.95

Implementation of Reservation Policy in Indian Tourism Development Corporation

1958. SHRI ANAND PRAKASH GAUTAM: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the strength of staff in the Indian Tourism Development Corporation: and

(b) what is the number and percentage of Scheduled Castes employees therein and whether the policy of Government on reservation is being fully implemented?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) to (b) The requisite information as on 1-1-89 is as under:—

Total strength of staff in the ITDC	No. of S/C employees	Percentage of S/C employees
8860	2264	25.5%

The Govt. directives regarding reservation of vacancies for SC community are being followed in the ITDC.

Escalation in the prices of note-books

1959. SHRI RAM AWADESH SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether note-books prices have been escalating as a result of Government indifference as reported in the Hindu of the 23rd February 1989 and if so, what are the details thereof and the corrective steps taken or proposed to be taken in order to ensure that literacy programmes do not suffer;

(b) whether any quick renewable sources of raw material have been developed for paper making by ICAR/CSIR, Agriculture Universities and other specialised agencies so far; and

(c) whether Biotechnology and Genetic engineering techniques are possible /planned so far?